

Utilities and parking land projected adds 16 acres by 1980 and 14 more acres by 1990. A higher factor was used here than in some uses due to the need for expansion of this present use, particularly in parking area. More parking is needed badly in the central business district as well as some other commercial areas.

Streets and railroads are large items in present land use and no doubt will continue to be in the future. The railroad portion is less likely to expand to any great degree, but the streets will need to be enlarged in some areas and new routes provided around the main part of town as traffic continues to rise on the US 321 highway. Better design in town and subdivision street layout can save some space, however, and thus the smaller projection factor was used.

In summary, Table 12 indicates that a total of 792 additional acres of land will be needed for urban-type uses by 1990. In order of amounts of land projected this will include 313 acres for residential use; 189 acres for streets; 159 acres for public, semi-public uses; 89 acres for industry; 30 acres for utilities and parking; and 12 additional acres for commercial use.

The natural questions that follow concerning this additional land projected include, "Where should this acreage be used -- that is, where is the best location for additional residential and commercial development, etc.,? Where can additional park land be to best serve the people and take good advantage of available land?, or Where can US 321 be routed to free the Maiden central business district from heavy traffic?" The following Land Development Plan element